Statement of
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Thank you Mr. Chairman and Members of the subcommittee for holding this important hearing. The deployment and financing of explosive detection systems at our nation's airports has been debated for nearly 15 years. Because of your leadership and that of Reps. Oberstar, Rep. DeFazio and others, progress is finally being made.

Mr. Chairman, I hope this committee will consider three recommendations. 1) Fully fund an accelerated program to acquire and install EDS at airports as originally planned; 2) make research and development of EDS systems a true priority, and 3) develop a comprehensive program to integrate the security of air cargo in a similar manner as EDS for checked baggage. I realize that air cargo security is not the focus of this hearing but have included our thoughts, as it is a significant issue for passengers like myself who share flights with air cargo. I am pleased to be testifying at this hearing and would like to share some information on L-3's involvement in homeland security.

The US Government certified the L-3 eXaminer EDS in 1998. Since that time, L-3 has delivered to TSA 508 systems with approximately twenty percent of these units in fully

integrated in-line installations at this time and additional in-line units planned. The eXaminer unit has been successfully utilized in large and small baggage rooms and airports throughout the US as well as key installations overseas in places such as Rome, Tel Aviv and Singapore.

One of the key benefits of the L-3 eXaminer EDS for in-line installation is that the same units being used in the stand-alone configuration today can be moved and installed in the baggage room simply by changing the input and exit conveyors and incorporating the conveyor interface software. This will allow for quick, cost effective and efficient upgrade of the operational performance at many airports where the L-3 eXaminer is presently installed as stand alone units. Another major benefit of the L-3 eXaminer is that it weighs only 6,700 lbs, allowing for installation in existing baggage rooms with minimal infrastructure modifications. In fact, the L-3 examiner unit has been installed on upper levels of many airports without adding extra building structural support. This is a key saving to the overall cost of In-line EDS, and was a major factor during the 2002 deployment as many airports lacked the time to modify airport facilities.

Being able to install these units efficiently is only part of the benefits that L-3 has been providing to TSA and the US Government. The L-3 eXaminer well exceeds the US standards for detection as set forth in the TSA certification test and has further been certified to detect smaller sizes of explosives through both the TSA 75% certification standard as well as the Israeli Security Agency standard. The L-3 eXaminer has achieved these higher detection rates while maintaining a significantly low false alarm rate Further,

the L-3 eXaminers are achieving ninety-nine (99%) percent availability throughout the US, and recent tests conducted with the TSA and their contractors have demonstrated throughput of greater than 480 bags per hour. It's worth noting that the L-3 eXaminers were provided to the US Government at a cost savings of 30 percent over our competitor.

The L-3 eXaminer three-dimensional on screen images has provided the ability for operators to clear over 70% of all alarmed bags. A recently completed program of networking or multiplexing the L-3 in-line eXaminers, has shown a additional thirty percent operating costs saving by reducing the number of TSA screeners required. Briefly, networking, allows TSA operators to view bags from multiple machines through a single control center, providing a means to level-load TSA manpower between multiple bag rooms. Extended, these features can allow the TSA to deploy numerous L-3 eXaminers throughout an airport or multiple airports, large or small and send images to centralized operator control stations utilizing the benefits of existing Internet technologies to transfer these images. This key feature has taken the in-line integrated L-3 examiner to the next level of performance by providing an avenue to utilize more integrated security data as well as a more expeditious alarm resolution process with less TSA screeners, thus offering the TSA greater staffing flexibility at a lower cost. In summary to these points, the L-3 eXaminer offers a high level of security, high reliability, is easy to install and is the most cost effective system available.

One immediate way to improve security and TSA operating expenses is to replace explosive trace detection systems with fully automated EDS as originally envisioned. As

you know, trace detection - while cheaper initially, is far less effective in detection and is extremely manpower intensive. Utilizing trace detection not only expends a significant amount of time and labor, but it is overly intrusive to our traveling public, requiring a TSA screener to open and examine the personal items of our citizens. In contrast, an in-line EDS configuration allows baggage to be screened faster, more effectively and far less intrusively.

L-3 recognizes that one of the key challenges facing the federal government's task of EDS deployment is that of funding. There is no easy solution, given the amount of capital infusion that is anticipated. In recognition of this challenge, L-3 has expended a large investment in research and development to further enhance our offering. L-3 working with our customers and teammates has developed enhancements to the eXaminer that will provide improvements in throughput along with a further reduction in number of false alarms. L-3 is also integrating the benefits of a previously developed system, the Multi-View Tomography, or MVT unit, with a plan to pair the L-3 eXaminer with the MVT to provide throughputs in excess of twice today's capability as well as the ability to handle larger oversized baggage. We expect to complete these offering in the latter part of 2004.

Solutions are being proposed that will provide system installations in the lobbies of airports or at the ticket counter. L-3 has had two such certified systems since 2003 that where developed pre-9/11 and has learned of the limited practical deployment of such devises. L-3 views these solutions as a step backward. Today's airports already have

excessive lines at airport counters and cannot afford the real estate necessary to move the counters to allow for proper installation of these alternatives. It certainly cannot be cost effective to add more lobby space at existing airport locations where roadways and parking lots already exist. L-3 proposes that the utilization of the L-3 eXaminer and possibly the L-3 examiner integrated with the MVT can be installed in existing airport structures by "going up" in existing baggage rooms instead of going out toward the runways or the parking lots. This approach is fully consistent with international installations that L-3 has been involved with through out Europe and Asia. Further, as air travel continues to expand, only in-line solutions will be positioned to properly grow with the changing demands of airport operators and airlines.

Since terrorist threats evolve over time, it is important that technology detection capabilities stay current and advance beyond the threat. L-3 has worked with US and international government agencies to stay abreast of the evolving threat and have adapted our products to meet these growing demands. L-3 Security and Detection Systems is spending over $20 million each year in research and development of new technologies. Current research is being conducted to add new threat countermeasures to our capability, increase speed, reduce false alarms, as well as to further reduce the dependence on human decision making in the alarm resolution process. For example, L-3, working under a grant from the TSA, is developing a new technology that will further automate the decision process to reduce the dependence on TSA screeners to a few bags per hour, which can be managed through a physical search. These efforts, as provided in these few examples,

can be further enhanced and accelerated by more financial support through government funded research and development programs.

Finally, while it is not the focus of this hearing, I want to conclude by mentioning the importance of exploring solutions to enhance the screening of air cargo. This is an area where L-3 has invested significant resources to develop products that meet the needs of shippers. Here, the exact L-3 eXaminer model has been chosen by the TSA for the purposes of screening break-bulk air cargo, which represents seventy percent of all air cargo shipped on commercial aircraft today. Therefore, it would be practical and consistent to establish a program to deploy the L-3 eXaminer in a similar manner as its use for baggage screening to "close the door" on a significant security area that is not presently resolved. We are an active participant in TSA's ongoing pilot programs and continue to work with the TSA for this important requirement.

I encourage this committee to move forward on the efforts to deploy and enhance the use of technology to counter the threats from terrorist organizations and L-3 is ready, willing and able to maintain its partnership with the US Government on this important national role.

This concludes my remarks. I will be happy to answer any of your questions.